

Parking in Benton-Stephens

A Discussion of the Problems, Their Context, and Some Solutions

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Introduction

- Obvious Fact: Parking is a problem in Benton-Stephens
 - Smart Growth parking audit revealed this problem to the city
 - Overuse of space was noted at the time
- Less Obvious Fact: Parking is not the *real* problem
 - Parking is a symptom of a larger problem
 - Long-term planning required to address real problem
 - Solving *this* problem is not our goal here, but making it clear and obvious IS

Step 1: What are the Problems?

- “To fix a problem, we must first know the problem”
- On any given day and in certain areas of Benton-Stephens the following types of parking maladies can usually be observed:
 - High density (bumper-to-bumper),
 - Illegal parking (blocking intersections),
 - Inconsiderate parking (blocking driveways), and
 - Unsafe conditions (blocking fire hydrants)

Examples (1)

Too Close



Blocking Driveway Approach



Examples (2)

Too close to crosswalk



Sign Compliance!



Examples (3)

Too close to hydrant (< 15')



Too far from curb (28" !!!)



Impassable Road by Emergency Vehicle Standards

Ripley St. on 16 Feb. 2016, 1pm

At it's narrowest point (between minivan and VW Bug) the passable width of the road is less than 12 feet.

Fire department requires 12' minimum lane for safe passage of equipment

Deputy Fire Marshal recently investigated this section of the road

- Took measurements
- May recommend one-sided parking (not definitive)
- May have other options

Would *you* ride a bike down this street?



Step 2: What are the Causes?

- Stephens College
 - Commuters
 - Long-term residents
- Benton-Stephens itself
 - Large number of maximum R-3 developments
 - 1 space per bedroom per dwelling unit
 - UCD ordinance 16424-4(d)(5) grants a 1-for-1 on-street parking credit for each off-street space provided
- Brookside
 - Car storage is less expensive when it's free
 - Brookside garage costs money to use
 - Brookside probably not *requiring* use of their garage

Worst



Bad

Other Factors

- Hagan Academy
- Redevelopment pressures
- Changes to the parking requirements under the proposed building code modifications

Looming Problem #1



- Hagan Academy will displace this lot
- Currently
 - 75 spaces
 - Tues. 16 Feb. 43 occupied
 - Wed. 17 Feb. 55 occupied
- Where will they go?
 - Hmmm....

Thought Experiment

- What if the Stephen's Lot empties into B-S?
 - 50 cars
 - Assume standard parking space length approx. 23'
- 1150 feet of unused and viable parking space will be required
- Parking space dimension defined in Table 29-30(i)(4) for 0° parking angle
- Street lengths and average driveway apron widths estimated using Google maps
- Buffer zones at fire hydrants and intersections based on Revised Statutes of Missouri, 300.440.1(2) and Columbia Ordinance 14-286(a)(2)(a-d)
- Ripley St. is approximately 1426' in length
- Multiply by 2 to get two-sided parking
- Subtract away
 - Driveway aprons and buffers (9' + 3' either side)
 - Fire hydrants (15' either side)
 - Intersections and buffers (20' + 15' either side)
 - Special parking area next to Benton Elementary (240')
- Total available street length 1682'
- Not all of Ripley is available
 - About 1/3 available space already in use
- That leaves 1100' of space (equivalent to about 47 23' parking spaces)
- End Game: **Ripley is completely parked, bumper to bumper**

Looming Problem #2

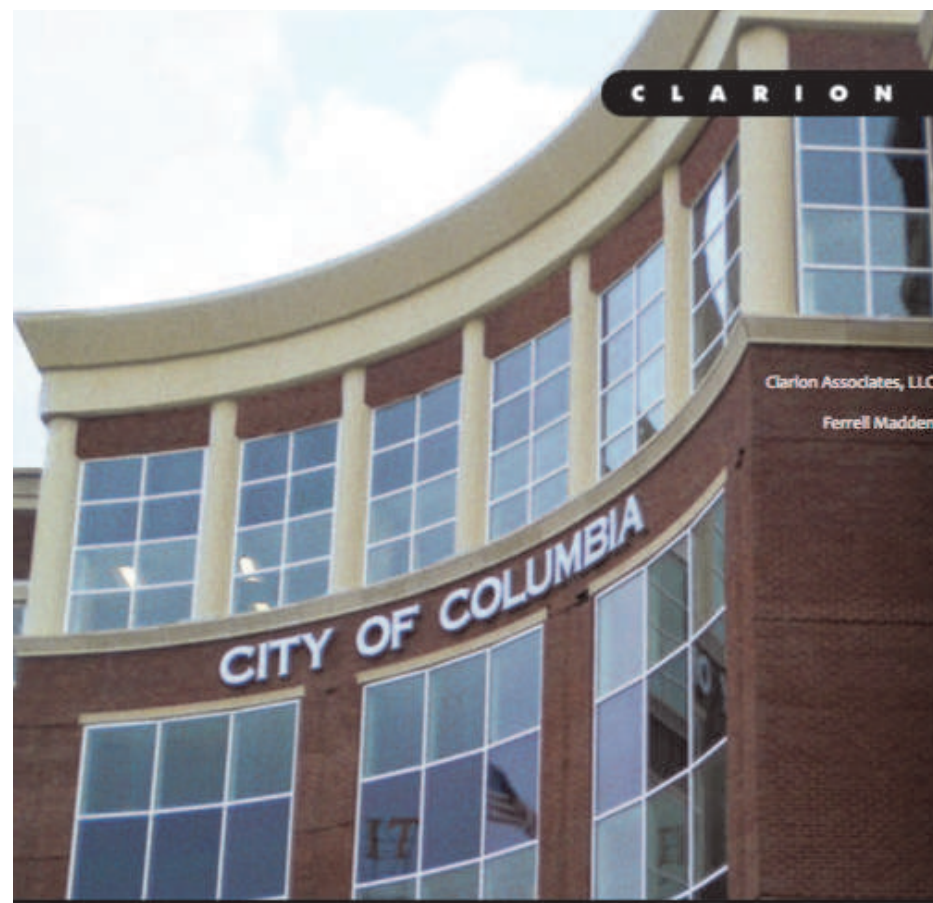
- Land redevelopment outlook in Benton-Stephens is pretty good
 - 28 new DUs in the last 4 years!
 - Entirely investment properties
 - Maximum density permitted by R-3
- Building Code for New Developments
 - Off street parking *required* for new developments
 - 2 spaces per DU if 2 bedrooms/DU
 - B-S UCD concedes one on-street space for each off-street space provided (that was dumb)
- End Result:
 - R-3 permits up to 4 unrelated residents per DU
 - Lot sizes in B-S permit 2 DU per development (typically)
 - 4 off-street + 4 on-street
 - More Parking Congestion



DU = dwelling unit

Looming Problem #3

- Reduction in off-street parking requirement for Multifamily Development
 - Currently:
 - 2 spaces per DU for 2 bedrooms/DU
 - Proposed
 - 1.5 spaces per DU for 3 or more bedrooms/DU
 - 1.0 spaces per DU when less than 3 bedrooms/DU
- (this is *really* bad)



Integrated Draft of Development Code
City of Columbia, Missouri
Development Code Update

Discussions with CPD Evening Beat Officer Thomas

Problem 1: No Signs

- If no sign exists CPD has to look up city ordinances and/or state statutes for guidance
- Not every officer is well versed in parking violations
- Therefore, enforcement only works if a violation is clear and obvious

Problem 2: No Enforcement

- Currently, it is up to citizens to report violations to CPD
 - Parking enforcement a low priority at CPD
 - Downtown parking enforcement does not extend into neighboring regions
- If no signs exist, see problem 1

Step 3: What are the Solutions?

- Things we **should** do TODAY
 - Increase compliance with existing regulations
 - Signs (“No Parking” signs really work)
 - Markings (e.g. paint curbs bounding driveway aprons or at intersections, or paint parking spaces)
 - Increase enforcement
- Things we **could** do in the future
 - Increase cost associated with parking
 - Meters
 - RPPO
 - Fines
 - Eliminate parking on one side of road in highly congested areas
 - Pushes the problem elsewhere if done “blindly”
 - Improves safety and access for the most highly over-parked areas of Benton-Stephens
 - Modify language in the Benton-Stephens UCD ordinance
 - Lobby to remove the parking reductions in proposed development code changes

Closing Thoughts

- Parking is a problem.
- Parking is not *the* problem, rather it's a symptom
- Benton-Stephens was put in this situation through short-sighted actions by previous Columbia leadership
- Benton-Stephens will only get out of this situation through cooperation with current Columbia leadership

Enforceable Rules

Columbia City Ordinance 14.286 delineates very clearly when parking is not permissible:

14.286(a) Except when necessary to avoid conflict with other traffic, or in compliance with law or the directions of a police officer or official traffic control device, no person shall:

(2) Stand or park a vehicle, whether occupied or not, except momentarily to pick up or discharge a passenger or passengers:

- a. **In front of a public or private driveway.**
- b. **Within fifteen (15) feet of a fire hydrant.**
- c. **Within twenty (20) feet of a crosswalk at an intersection.**
- d. **Within thirty (30) feet upon the approach to any flashing signal, stop sign, or traffic control signal located at the side of a roadway.**
- e. Within twenty (20) feet of the driveway entrance to any fire station and on the side of a street opposite the entrance to any fire station within seventy-five (75) feet of such entrance (when properly sign posted).
- f. **At any place where official signs prohibit standing.**

A crosswalk is defined in one of the two following ways in Columbia City Ordinance 14.1 (Definitions)

- 1. That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs, or in the absence of curbs, from the edges of the traversable roadway.
- 2. Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface.

Definition 1 indicates that a crosswalk occurs wherever a roadway intersects a continuous sidewalk.

NO PAINTED STRIPES need exist.

Therefore, ALL intersections should have a 20' buffer zone

Bold indicates rules specific to Benton-Stephens